

TONOPAH DAILY BONANZA

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OIL PROSPECTORS PENALIZED.

At first glance the ruling of the Interior Department regarding the rights of oil locators may seem the surest way of procuring rapid development of oil lands but on second thought and a careful digest of the regulations it is found that nothing can be done by the prospector unless he is backed with a million-dollar bank roll. Of course, that is out of the question and beyond the pale of possibility. Men do not go out into strange lands to prospect for oil if they have all the money they need. There is no incentive to indulge in hardships under the circumstances and consequently, in the rulings of the department are carried into effect, it is a 100 per cent chance that there will not be any locations in an improved country. One little clause in the regulations is enough to put a quietus on the hopes of the most ambitious prospector. This is the stipulation that for every location a \$1,000 bond furnished by a bonding company must be forthcoming. This is forfeited in the event that the locator does not diligently prosecute development and expediting. Unlike mineral locations the words "diligently developing" have a greater meaning as they are construed literally to require substantial improvement and deep probing for oil sands that are supposed to underlie the wealth of the petroleum. To hold a location the prospector must sink his stakes, must without any loss of time proceed with the installation of a drill and rig and begin sinking beneath the surface of the earth. He must sink him prospecting his claims and the amount he rests from his labors regardless of the amount of money he has expended he resigns in favor of any rival locator who may come along and resume drilling. The good minimum of the prospector does not count for anything in the same sense that is considered lawful where a man locates a piece of land in place of claim for any other mineral. For example, for a man in a company spend \$10,000 in sinking and then halt because they run out of cash and have to go out and hustle up more money they cannot stop there and drill save at the risk of losing every dollar invested. This places a premium on chain jumping which is not sanctioned by the laws governing quartz locations. The whole proceeding is nugatory to a degree and should not be approved by the government which is supposed to encourage men to venture into new lands with the idea of opening new avenues of wealth both for himself and the nation. While it is conceded that it is necessary to throw safeguards around the locating of oil claims it does seem wrong to hold the locator to a Shylock contract. The country needs development of new oil fields and unless the government is more liberal it will be realized that few companies or individuals will take the hazard of sinking test pits or wells without some assurance of protection. The fact that money spent for surveys, road building and other essentials does not count with the Interior Department will prove a serious impediment to development and one that will seriously militate against opening any new oil district.

FUEL OIL VERSUS COAL.

A. C. Bedford, chairman of the board of the Standard Oil company of New Jersey, declares there is not going to be any famine in gasoline or other petroleum products. This is not assuring at a time when there is an acute shortage in the supply of gasoline to an extent that leaves important sections of the country without a gallon of the volatile element for generating power which has come to be regarded as an actual necessity. Reports state that in the State of Oregon many of the larger towns and cities are without a gallon of gasoline and with scant prospect of securing any in the immediate future. This is a stubborn fact that is not dissipated by the statements of the New Jersey oil magnate, the condition cannot be disputed any more than the knowledge that the United States merchant marine cannot find enough oil on the market to supply motor ships with the necessary power. Neither can this shortage be ascribed to railroad congestion for it is known that throughout Southern California the people are organizing clubs to educate householders and others in the more general use of coal for domestic and manufacturing purposes. If this is the situation in the heart of the California oil fields what are the chances of consumers at more distant points of securing any supplies for the ensuing winter. The oil refineries are devoting their attention to the production of gasoline by installing more efficient equipment by which they extract the last drop of gasoline from the crude oil and converting their entire product into gasoline. With gasoline selling at 30 to 50 cents a gallon there is no inducement to continue the sale of distillate or even kerosene. All efforts are entered on getting more gasoline out of the crude product which eliminates cheaper grades which have been sold for fuel consumption.

The appearance of these coal burning clubs suggests once more the potential profits resting with the undeveloped coal beds of Nevada which are crying out for capital to place their resources on the market. With oil burners abolished the market for coal must necessarily be strengthened and a demand created for every pound of coal that can be mined. Nevada possesses the advantage of being closer to the large consuming centers of the coast than any competitor and it is deplorable that capital cannot be found to take hold of this element of profit which is available with a minimum of risk. It is estimated that the coal deposits of Caliente, within 60 miles of Tonopah, are capable of producing a tonnage that could supply 30 per cent of the consumption on the coast after delivering to Nevada consumers at a low rate all the state can absorb. When capital wakes up to the potentialities of this source of wealth it will be found that the returns will be vastly superior to any mineral find based on an investment of one hundred times the amount of capital required to bring these coal measures to a state of production. There cannot be any marked decline in the returns from such an investment since it is an essential which enters into the daily life of every community and for which there will always be an increasing demand.

Talk promoters should know enough about the shipping station

of their company to spell the name correctly especially as the man after whom it is named is one of the directors of the Water Company of Tonopah and intimately identified with the development of Southern Nevada.

Word comes from Fly that Senator Henderson has decided not to enter the race this fall. He sees the handwriting on the wall.

AIRPLANES FOR ANDES ROUTES

(Correspondence Associated Press)

LONDON, April 28.—Establishment of an aerial route from the Pacific to the Amazon as a means of surmounting difficulties of road travel across the Andes, is advocated by G. M. Dyott, until recently a squadron commander of the British Royal Naval Air Service.

There is no serious difficulty in the way so far as the scheme's practicality is concerned, Mr. Dyott told the Royal Geographical society. We have heard of the great heights of the Andes but there are low altitudes at which they may be crossed, and the Andes-ridges can be negotiated at a height of 7,000 feet, but there is another rising to 15,000 feet. "Peru" he continued, "is peculiarly suitable for aerial traffic. Aerial routes will undoubtedly play a large part in the future development of that country. It is of importance that rapid communication should be

MOVIE OPERATORS GET MORE PAY IN DENVER

(By Associated Press) DENVER, Colo., May 15.—Cinema operators here under a new wage scale effected by I. A. T. S. E., now receive \$1 an hour, work six hours a day. However they are on duty seven days a week, which totals forty-two hours, and the new scale is \$2.50. The old scale was \$30 and \$35; the higher rate was for the downtown houses. Managers say the dispute was settled "amicably," though union men say a strike threat, used to darken the film houses.

Established between the interior and the coast, and in order to do this the airplane must come to the rescue. Discussing the difficulty of travel by road, Mr. Dyott said that it took him five days to travel from the part in the Andes to another, whereas the airplane would cover the distance in fifteen minutes, and in another sense of the journey it took him exactly a week to travel a distance which would be negotiated by the airplane in 30 minutes.

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